

OVERLAND CHINA MAIL
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world \$15
per annum.

The China Mail.

ESTABLISHED 1843

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Manila, A.S. WATSON & CO. LTD.

No. 16457.

號八月二年六十百九千壹英

HONGKONG, TUESDAY, FEBRUARY 8, 1916.

辰丙次歲年五國民華中

PRICE, \$8.00 Per Month.

A. S. WATSON & CO., LTD.
Wine & Spirit Merchants
ESTABLISHED 74 YEARS
Agents for:-
W. & A. GILBEY'S
WINE & SPIRITS.
JOHN DEWAR & SON'S
SCOTCH WHISKY.
JOHN JEFFREY & CO.'S
PILSENER BEER.

HONGKONG VOLUNTEER CORPS.
Corps Orders by Lieut.-Col. A.
Chapman, V.D.

Parades.
Parades for Wednesday, 8th instant:-
7 a.m. Members of Signalling Section
and other Signallers, as detailed in
Signalling Section Order dated 8.12.15.
Semaphore practice at Headquarters.
5.15 p.m. Recruits of Engineer Co.-
Musketry and Rifle exercises at Taikoo
Dockyard, under Sergt. Everest.
6.15 p.m. Civil Service Co.-Drill at
Headquarters.
6.15 p.m. Signalling Section-Squad
drill at Headquarters.
6.00 p.m. No. 1 Section Scouts Co. (all
members)-Machine Gun instruction at
Headquarters.
Musketry instruction on Kennedy Road
Range will be given on Thursday, 10th
inst., at 5.15 p.m., to the following mem-
bers of Right Section M.G. Co.-Ptes.
E. F. Clayton, J. Elias, J. E. Elias, A.
E. Abing and C. E. Ozerio. Uniforms
(Drill Order) to be worn. Service rifles
to be carried. Corp. Grimes, R.E., will
attend.
FIELD OPERATIONS, 13th FEBRUARY.
The Corps will parade as follows:-
Right, Centre and Left Sections
Machine Gun Co. and Civil Service Co.
Hongkong residents on Cricket Ground
at 8.30 a.m. Kowloon residents outside
Kowloon Dock Office at 6.45 a.m.
Nos. 1 and 2 Sections Artillery Battery
and Scouts Co. Hongkong residents on
Cricket Ground at 8.45 a.m. Kowloon
residents on vacant land in front of Vic-
toria View at 9.10 a.m.
Half of the Signalling Section will
parade with one force and half with the
other.
Pte. Selma, Right Sec. M.G. Co., will
parade with Artillery Battery and Scouts
Co. as a Motor Cyclist despatch rider.
Dress, Arms and equipment. Khaki
drill jacket and shoes, puttees, helmet,
rifle, satchels, belt, and two small
pouches (empty), pullthrough, haversack
and waterbottle.
DETAILS.
On duty to-night: Scouts Company.
On duty to-morrow night: Scouts
Company.
On duty 10th inst.: Scouts Company.
Orderly Officer: Lieut. Murphy.

**HONGKONG VOLUNTEER
RESERVES.**


Major Walsman, Commanding H.E.V.R.
**PARADES FOR WEDNESDAY, THE 9th INST.,
AT 5.15 P.M.**
"B" Co. on the Cricket Ground.
Dress: drill order.
Recruits on the Cricket Ground.
Dress: drill order.
Signalling Section at Volunteer Head-
quarters. Uniform to be worn.
"D" Co. at Volunteer Headquarters
for instruction in musketry, aiming and
triangle of error. Dress: drill order.
RESIGNATION.
Lieut. H. Tobias is permitted to
resign on leaving the Colony.
Lieut. P. T. Lambie reverts to the
ranks at his own request.
DETAILS.
On duty from the morning of the 11th
instant to the morning of the 18th inst.:
"A" Co.
Orderly Officer for the same period:
Lieut. Hancock.
FIELD DAY.
Field operations will be carried out by
"A", "B" and "C" Companies on the
morning of Sunday, the 13th instant.
Further orders will be issued.
Field operations ordered for Sunday,
the 20th instant, are hereby cancelled.

If you happen to believe your meals will
be delicious and promptly served
at the **ALBERT**,
only at the **ALBERT**.

BUSINESS NOTICES.

W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
BOILERMAKERS, BLACKSMITHS and FOUNDERS.
REPAIRS OF EVERY DESCRIPTION.
SOLE AGENTS **KELVIN MOTORS.**
STEAM LAUNCH FOR SALE.

Mc Gulper's Substitute
for "Tee" is
WATSON'S
"E"
LIQUEUR WHISKY



A. S. WATSON & CO. LTD.
WINE & SPIRIT MERCHANTS
HONGKONG, CHINA & MANILA

M. MELACHRINO & CO.

EGYPTIAN CIGARETTES.

No. 4 per 100 \$4.-
No. 6 " 100 8.-
No. 9 " 100 2.80
Radames " 100 2.20

HONGKONG CIGAR STORE.
HOTEL MANSIONS.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.
Established 1893
MANUFACTURERS OF

PURE Manila ROPE		
STRAND 1" to 15" CIRCUMFERENCE	CABLE LAY 5" to 15" CIRCUMFERENCE	4 STRAND 3" to 10" CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.
Prices, Samples and full particulars will be forwarded on application to
Shewan, Tomes & Co., General Managers.
Hongkong, April 11, 1916.

"MUMEYA."
"While-you-wait" Photography.
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS, WHICH CAN FINISH
IN AN HOUR.
PRICE 2.00 per 8 pcs. on Post Cards
No. 8, Queen's Road Central.
TELEPHONE No. 254.

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**THE TAIKOO DOCKYARD AND
ENGINEERING CO. OF
HONGKONG, LTD.**
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.
GRAVING DOCK 73' x 88' x 34' 6"
Pumps empty Dock in 2 3/4 hours.

THREE PATENT SHIPWAYS taking vessels up to 3,000 tons displacement,
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY-ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:-
JOHN I. THORNTON & CO., LTD.
RETROL & KEROSENE MARINE MOTORS 7-1/2 to 100 H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.
MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the
Town Office.

SUTTERFIELD & SWIKE.
HONGKONG, CHINA AND JAPAN AGENTS
Telegraphic Address:- TAIKOO DOCK. Telephone No. 212.

VICTORIA THEATRE

TUESDAY, 8th FEBRUARY, 1916.

The Magnificent and Thrilling Drama in 4 Reels.

FOR MY DAUGHTER

Interesting:-
PATHE'S BRITISH GAZETTE.
RAMBLES IN SICILY (coloured).
DAIRO, THE MIDGET HERCULES.
Comic:-
THE GREEN EYED MONSTER.
A CAPRICIOUS MADAM.

THE HONGKONG HOTEL

AND

GRILL ROOM

J. R. TAGGART,
MANAGER.

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.
Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' rooms.
Boat Garden.
Terms: From \$5 per day Max. Telegraph Add: "Peak Hotel."
P. O. FRUSTER,
Manager.

GRAND HOTEL

A FIRST CLASS AND UP-TO-DATE HOTEL, most central location, within
the vicinity of all the principal Banks.
Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine
under European Supervision. A First Class string Orchestra, regular selections from
5.30 p.m. to 11.30 p.m.
Special monthly terms for residents and for Shipping.
For further particulars apply-
Telephone 197.
TELEGRAPHIC ADDRESS: "COMFORT."

KING EDWARD HOTEL

Central Location.
A LUXURIOUS TRAMWAY PASS ENTRANCE.
Electric Lifts, Fans and Lighting.
European Bath and Sanitary Fittings.
Hot and Cold Water System throughout.
Best of Food and Service.
Telephone 574.
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J. WITCHELL,
Manager.

LEE YEE'S

HAIR DRESSING SALOON.
Electric Facial Massage with
Massage Cream, Perfume,
By
EXPERIENCED HANDS
Novels, Magazines,
Ladies' Fashion Boks and
Toilet Requisites.
15, D'Almeida Street,
Hongkong, July 8, 1915.

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GREEN ISLAND CEMENT CO., LD.
Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

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WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE	
HONGKONG TO CANTON.	CANTON TO HONGKONG.
TUESDAY, 8th FEBRUARY.	
8 A.M. 'HONGSHAN'	8 A.M. 'HONAM'
10 P.M. 'FATSHAN'	4.30 P.M. 'KINSHAN'

WEDNESDAY, 9th FEBRUARY.	
8 A.M. 'HONAM'	8 A.M. 'HONGSHAN'
10 P.M. 'KINSHAN'	4.30 P.M. 'FATSHAN'

Single Fare by Night Steamer \$ 8.00
Return Fare by Night (available also for Return by Day Steamer) 10.00
Single Fare by Day Steamer 4.00
Return Fare by Day Steamer 8.00

HONGKONG-MACAO LINE.
S.S. 'TAI SHAN' Tons 2008 | S.S. 'SUI TAI' Tons 1651.
HONGKONG TO MACAO.
Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.
Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 3 P.M.

EXCURSION TO MACAO.
SUNDAY, 13th FEBRUARY.
The Company's Steamship "TAISHAN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.,
and return from Macao at 3 P.M.
N.B.-The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M., and from Hongkong at 1 P.M. from the Company's Wing Lok Street
Wharf.

CANTON-MACAO LINE.
S.S. 'SUI-AN'.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE UNDO-CHINA STEAM NAVIGATION CO., LTD.
CANTON-WUCHOW LINE.
S.S. 'SAINAM', 688 Tons, and S.S. 'NANNING', 489 Tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the
same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers, 'LINTAN' and
'SANGUL'. These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted), 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (2nd & 3rd Floors),
Opposite the Bank of China.

ALEXANDRA CAFE.

We Serve the Best Tiffin or Dinner in Hongkong
for \$1.00.

Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants,
Sirloin of Beef, Saddle of Mutton &c., Pork Sausages (own make) Game Pies,
Pork Pies, Plum Puddings, Minced Meat, Minced Pies.

Bournville

The 'COCOA de Luxe'

HIGHEST GRADE
BRITISH MADE

"BOURNVILLE COCOA represents the
highest grade of nutritive cocoa at present on
the market; it fully maintains its high reputa-
tion for value and delicacy of flavour, and
is second to none in any respect whatsoever."
Medical Magazine, March, 1912

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, Dec. 17, 1900.

THE WAR.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

DEFENCE AGAINST AIRCRAFT.

London, Feb. 7.
Admiral Sir Percy Scott at the end of the week relinquishes command of the aircraft defences of London which will henceforth be in charge of the Home Army.

STEAMER "BALGOWNIE" SUNK.

London, Feb. 7.
The British steamer *Balgownie* has been sunk. The second officer was drowned.

AN ENCOUNTER BETWEEN FRENCH AND BULGARS.

SALONIKA, Feb. 7.
The first encounter between the opposing forces since the retreat of the Allies occurred between the French and Bulgarian cavalry patrols on the Doiran front, half a mile south of the frontier. The French had two men wounded, while the Bulgarian losses are not known. The French patrols are most active in feeling the enemy's strength.

A GREEK CALL TO THE COLOURS.

ATHENS, Feb. 7.
King Constantine has issued a decree calling to the Colours those of the classes of the years 1892 to 1914 who are abroad, with the exception of those residing in Russia, Turkey, Bulgaria and Rumania.

AUSTRIANS REPULSED BY SERBIANS.

PARIS, Feb. 7.
The Serbians have repulsed the Austrians at Durazzo.

THE ENGLISH LOAF.

EFFECT OF WHEAT EXPORT MONOPOLY IN INDIA.

LONDON, Feb. 7.
In connection with the announcement of the indefinite extension of the Raj's monopoly of the export of wheat, a correspondent of the *Times* remarks that unquestionably the monopoly has been a considerable factor in the cost of the English loaf. India last summer was able to supply a quantity of wheat equivalent to fully four weeks' consumption of the United Kingdom. This must have greatly mitigated the seriousness of the rise in prices which occurred in last March and April.

THE GERMAN ACTIVITY ON BRITISH FRONT.

ENEMY DESERTERS APPRECIABLY INCREASING.

LONDON, Feb. 7.
Reuter's correspondent at Headquarters, discredits the idea that increased activity by the enemy in the northern British sector prefigures an offensive. These operations, he states, are purely local and limited in character, and are not heralded by any particular artillery preparation, neither are they pressed with determination. The biggest affair was opposite Loos, on January 28th, when a battalion made a sudden attempt to rush a position. They were met by a fierce rifle and machine-gun fire, and have lost less than 200. As to the affair on the Ypres and Elver road, the enemy were apparently under the impression that we had withdrawn from a stretch of trenches, otherwise it is hard to account for the launching of an infantry attack at noon-day, which was not prepared by artillery or gas. A possible explanation of the greater activity is the need for making a more purely defensive reply to the constant harassing which is adversely affecting the enemy's morale. The flow of enemy deserters is appreciably increasing.

FRICTION BETWEEN BULGARS AND TEUTONS.

BULGARS OPPOSED TO AN ATTACK ON SALONIKA.

SALONIKA, Feb. 7.
There is considerable friction between the Teutons and the Bulgars over the question of an attack on Salonika. The Bulgarians are opposed to this, as they realise that they would have the lion's share and therefore heavy losses, which would compromise the Bulgarian military strength when compared with her neighbours. The Bulgarians also disavow the Zepplin raids on Salonika, owing to the immediate and terrible French reprisals.

(Reuter's Service to the China Mail.)

DEATH OF SIR CLEMENT SMITH.

LONDON, Feb. 8.
The death is announced of the Rt. Hon. Sir Cecil Clement Smith, G.C.M.G.

(Sir Cecil Clement Smith was well known in the Far East. Educated at St. Paul's School and Corpus Christi College, Cambridge, where he took his M.A. degree, he was elected in 1882 by common consent to the post of the first public officer in Hongkong, and was promoted to that of Colonial Secretary of the Straits Settlements in 1884. He was appointed Lieutenant-Governor and Colonial Secretary of Ceylon, but two years later went back to the Straits Settlements as Governor and Commander-in-Chief and his record subsequently is given as follows:—H.M. High Commissioner and Consul-General for Borneo and Sarawak, 1893; British Commissioner under the F.O. to settle certain marine claims at Manila, and received the thanks of H.M. Government, 1898; as also for the "Niagara" case, 1891; revised the Volunteer Corps in Singapore under the style of the Singapore Volunteer Artillery, and is Hon. Col. of the Corps; Master of the "Mercury" Company, 1897; one of the Royal Commissioners for the Paris Exhibition, 1900; Member of the Advisory Committee, Imperial Institute, 1902; Member of Turf Commission, 1904; Head of the British Delegation to the International Opium Commission, Shanghai, 1909 (received the thanks of H.M. Government); Chief British Delegate to the International Opium Conference at The Hague, 1911 (received the thanks of H.M. Government); Hon. Fellow Corpus Christi College, Cambridge, 1912.)

THE GREAT FIRE AT OTTAWA.

OTTAWA, Feb. 7.
Though the police hold the theory that the recent fire was an accident, the public are convinced that Germans burned the Parliament buildings, and it has given a fillip to recruiting. Every military and police precaution is being taken against further outrages.

Messages of sympathy have been received from Mr. Asquith, Lord Kitchener, the Dominions and the Allies.

CHINESE TELEGRAM.

(With Taz Yat-Po's Service.)

CANTON'S MILITARY GOVERNOR AND THE PRINCEDOM.

PEKING, Feb. 7.
A mandate has been issued disallowing Lung Chai Kwong, the Military Governor of Canton, to decline the rank of Prince.

HONGKONG'S POLICEMEN SOLDIERS.

Interesting details are received periodically about the movements of several of the Hongkong Police who have gone home to join up with the British forces. The last mail brought the news that Lance-Sergeant Clark and P.C. Clark, both of whom are well-known in local football circles, have enlisted as privates in the Scots Guards. Another one to join the same regiment was P.C. Knight, formerly of the Revenue Department, and the following interesting paragraph referring to him and his brother is taken from "The Northampton Independent":

The way in which Northampton's sons across the seas have rallied round our Mother Country during this the greatest crisis in her history has been remarkable. From the furthest end of the earth her sons have returned, and are now fighting side by side with their brothers from the Mother Country.

From China and Africa have come the two soldiers, sons of Mr. Charles Knight of the Wilderness, Walsgrave. The younger of the two, Pte. Austin Knight, was working in De Beers diamond mines at Kimberley when war broke out. With it came the Dutch rebellion, and he immediately joined the 2nd Kimberley Regiment, and assisted in its suppression. He then joined both the force for German West Africa, and accompanied them during their trying marches, returning triumphant some months later. Forty-eight hours after he reached Kimberley, however, he decided to strike yet another blow for his native country, so joined the South African contingent which is probably by this time on its way to one of the fronts. He went to South Africa three and a half years ago, and prior to that worked for four years for Mr. Russell, butcher, of Croydon, and is well-known in that district.

His elder brother William went to China six years ago, and joined the Hongkong Police Force. Two years later he was promoted to the detective department, and was afterwards given a post in the revenue office. He returned home in June for a holiday, and then offered his services. After some delay he received permission to join from his chief in Hongkong on condition that he return to his post after the war, and he is now a private in the Scots Guards.

CORRESPONDENCE.

PETITION TO THE SECRETARY OF STATE.

(To the Editor of the "China Mail.")
Sir,—British Residents, who wish to sign the above Petition, are requested to kindly do so promptly, as the lists will be withdrawn on Friday next.

Yours faithfully,
H. E. POLLOCK.
Prince's Buildings, 8th Feb. 1916.

THE MAGISTRACY.

MORPHINE SEIZED.

While going aboard the s.s. *Honam*, at midnight on the 6th inst., two Chinese revenue officers stopped a Chinese carrying a bundle. Suddenly the man bolted carrying his bundle. The revenue men, a watchman and two Filipinos, chased him around the ship and caught him but not before he had thrown away the bundle. On examination the bundle was found to contain seven and a half pounds of morphine, representing 105,000 doses and valued at \$340.

Inspector Wildin of the Revenue Department said the defendant would claim that he was the wrong man and he (the officer) applied for a remand to produce evidence. The remand was granted but being fixed at \$3,000 which was not forthcoming.

CHILD'S CAP SNATCHED.

Walking along Queen's Road yesterday afternoon a man carrying a child on his back noticed a man snatch the child's cap. She raised an alarm and a detective who was near gave chase and caught the man who was brought before Mr. Wood this morning.

Defendant said the child's hat fell on the ground; he did not take it off the child's head.

The complainant called another woman stated in the usual Chinese woman's dress. After she had taken the cap she intimidated she was Japanese and "knew a little Chinese." She corroborated the complainant's story.

Defendant was ordered to undergo three months' hard labour and four hours' exposure in the stocks.

BROKER CHARGED WITH RECEIVING.

Im Pui Ying, a broker of 39 Square Street, was charged before Mr. Hazell this morning with receiving 39 rolls of cotton cloth and 27 rolls of poplin, valued at \$1,071, well knowing the goods to have been stolen.

The circumstances were that a coolie who had since absconded was entrusted with three delivery orders on Ho's godown for the delivery of three cases of piece-goods. He took delivery of the goods but failed to deliver to the Tin Yik and Sang Loong shops. On the following day, January 26, the police searched the premises at 17 Square Street and recovered 66 rolls of the stolen goods. About 64 rolls were still missing. Evidence would be called to prove that defendant rented the premises in which the goods were found as from three days previous to the Police raid.

Mr. G. K. Hall Brutton defended.

Mr. K. S. Morrison, of Messrs Bradley & Co., gave evidence of identification and said he signed the delivery orders.

The prosecution also called evidence by three Chinese "occupiers" of 17 Square Street to prove that defendant rented the premises. Each of the three witnesses had been discharged in connection with a charge regarding the same goods.

The case for the defence was that defendant never rented the premises and had never previously seen the goods.

The hearing was adjourned.

MR. DENMAN FULLER'S CONCERT.

THE FINANCIAL RESULT.

Mr. W. L. Pittenden, the Hon. Treasurer, informs us that the Concert given by Mr. Denman Fuller on January 31st in the City Hall for the purpose of helping the funds for providing the materials of Mr. Phelps' Bandage-Making Class, resulted in the magnificent donation of \$658.70, after all expenses have been deducted, for which Mrs. Phelps is most grateful.

The sum of \$101 for programmes sold at the Concert goes to the funds for Blind Soldiers and Sailors.

Mrs. Phelps would also take this opportunity of thanking the following for their kind help received during January:

Mrs. M. J. D. Stephens	\$100
Mr. Evan Ormiston	50
From Indian Ladies per Lady	50
May	50
Mr. W. H. Smith	20
Miss Annie Miller	20
Mrs. Dunbar	10
Mrs. Pollock	10
Mr. Fullen	10
Mrs. W. M. Humphreys	10
Mrs. Durnley	5
Miss Chittie	5
Mrs. Clatham	5

TICKLING IN THE THROAT.

It is the slightest tickling or hoarseness in the throat may be the forerunner of a dangerous illness. Stop it at once with Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

THE "PERSIA" ATROCITY.

NARRATIVE OF A SURVIVOR.

THE TERRIBLE SCENE.

The *Straits Times* has received from a passenger of the ill-fated ship the following details of the submarine of the P. and O. liner *Persia*:

The *Persia* was sunk by a torpedo at about 2 p.m. on December 30 off the Island of Crete.

I had just finished lunch and was sitting in the saloon when without any warning there was a tremendous explosion somewhere about the middle of the ship. Some one called out "It's a torpedo" and we all rushed to our stations on deck. I heard no warning whistle from the bridge and as far as I know the whole thing was so sudden that none was given. When we were on deck the sea was black with oil and already there were bodies amongst the wreckage floating about evidently killed by the explosion. The ship immediately began to sink, four boats were somehow or other safely lowered, a fifth was cut down and fell into the water and was considerably damaged. The boat I was allotted to was not launched, and as I was afraid to jump into the sea I was taken down with the sink, four boats were somehow or other safely lowered, a fifth was cut down and fell into the water and was considerably damaged. The boat I was allotted to was not launched, and as I was afraid to jump into the sea I was taken down with the sink.

Freight on iron by steamer from N. Y. to Yokohama has risen from 100 s. per ton to 21 s. As the result of this rise, the transport of iron on the overland railways to Japan has been rapidly increased. The San Francisco-Yokohama steamer freight on iron has risen in consequence, by 6.810 to 11.825 per ton and the San Francisco-Yokohama freight on iron has risen in consequence, by 6.810 to 11.825 per ton.

The Nippon Yusen Kaisha has decided to place the Australian liner *Yokohama Maru* as successor to the *Yokohama Maru*, recently torpedoed in the Mediterranean. In order to work a fortnightly regular service, via Cape of Good Hope, the Company has transferred, in addition to the above, the *Iyo Maru* (on the Sanyo line) and the *Kyushu Maru* (on the Calcutta line) to the same service. The above three vessels will raise the total number of the Company's European steamers to 14. The *Iyo* is scheduled to leave Yokohama on February 25th and the *Kyushu* on May 5th. The Company's *Kyushu Maru* on the American line will become a substitute ship for the *Hiroaki Maru*.

According to the *Manchurian Daily News* (Japanese) the ship's centre of the Orient has shifted from Hongkong to Kobe.

Japan, who has added to her Shipping Register quite a fleet of vessels constructed last year at the home yards, will acquire more new vessels. The aggregate gross tonnage of about 150,000 built in the course of the current year. All this ship-building boom is the result of the unprecedented prosperity of the shipping traffic consequent upon the present war.

Another passenger told me there was no panic and that the women were much in the majority behaved splendidly, they were as far as he could observe standing in their places on deck, and although it was very evident to all there would be no time to clear all the boats there was no sound.

As to the *Medina*, which was the following boat, the passage for Marseilles to Port Said via Malta was most deplorable. During the day every one was on high tension. We had had our day and were told what we should do in case of accident. Every one had to keep his belt fast.

In the evening the depression was augmented. No life being allowed on deck and both music and dining saloons had only one light.

From Malta we were escorted by a destroyer, women and children were also on this ship much in the majority.

FEWER MEDICAL STUDENTS.

POSITION IN LONDON HOSPITALS AND SCHOOLS.

The medical students and the Deans of the great medical schools are quite satisfied with Lord Derby's scheme of recruiting as it affects them. A little police court case seems to have suggested that the taking away of the junior members of the staff must have crippled the hospitals. Inquiries at several hospitals in London revealed no complaints. Students were being taken away, but the authorities could manage somehow to do what was needed. The ordinary course of a medical student is five years. The first three years are usually devoted to minor science work, and the last two to serious medical and surgical studies. In the last year of the first three it is possible that a boy may be quite useful as a member of the R.A.M.C. or in the navy service.

One of the secretaries of the British Medical Council explained that this scheme was not so violent as might be expected. The numbers of boys who had registered as medical students was certainly smaller than before. The medical schools are very short of men, but the hospitals are not altogether short of help.

Whenever a R.A.M.C. man comes back from the front for a few days' holiday he gives a little help in his old hospital medical school. It is good for him, and it is exceedingly good for his patients. So the medical schools of London go on. They have no complaint to make against Lord Derby's desire that the younger men should enlist, and they know full well that those who are now in the Army or the Navy will not lose much of their clinical education.

DON'T COUGH.

It is absurd to allow a cough to hang on and sap your vitality when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will lead you. You can't afford to let your throat and lungs become diseased when it is such a simple thing to stop into a chemist's shop and get a bottle of Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

SHIPPING NOTES.

The D. K. K. s.s. *Hajun Maru*, 2,400 d.w. tons, has been sold to Mr. U. Sugimoto for £300,000.

A Japanese contemporary mentions that a 3,000-ton steamer of the laterwood type now under construction at the Osaka Iron Works to the order of Messrs. Tatsumi & Co., Ltd., has been contracted to be chartered on her completion at the rate of £80,000 per month.

The number of Japanese vessels to be constructed by the end of 1918 at various Japanese shipbuilding yards is put at 101 with aggregate gross tonnage of about £40,000, of which 17 vessels of 73,645 tons belong to steamship companies having their head or branch offices at Japan.

Mr. William Kato of Kato and Co., Shanghai has gone to Singapore to complete transfer of the American freighter *Harmon* to the firm of Madrigal and Co., of Manila. Mr. Kato recently sold this vessel to the Manila Company for £38,000. As he paid only £17,000 for it, says the *China Press*, he is to be congratulated on having made a handsome profit. The *Harmon*, it will be recalled, was seized by the British just after the war broke out and brought to Hongkong. The ship was only returned to Kato and Co. after a legal contest.

Freight on iron by steamer from N. Y. to Yokohama has risen from 100 s. per ton to 21 s. As the result of this rise, the transport of iron on the overland railways to Japan has been rapidly increased. The San Francisco-Yokohama steamer freight on iron has risen in consequence, by 6.810 to 11.825 per ton and the San Francisco-Yokohama freight on iron has risen in consequence, by 6.810 to 11.825 per ton.

The Nippon Yusen Kaisha has decided to place the Australian liner *Yokohama Maru* as successor to the *Yokohama Maru*, recently torpedoed in the Mediterranean. In order to work a fortnightly regular service, via Cape of Good Hope, the Company has transferred, in addition to the above, the *Iyo Maru* (on the Sanyo line) and the *Kyushu Maru* (on the Calcutta line) to the same service. The above three vessels will raise the total number of the Company's European steamers to 14. The *Iyo* is scheduled to leave Yokohama on February 25th and the *Kyushu* on May 5th. The Company's *Kyushu Maru* on the American line will become a substitute ship for the *Hiroaki Maru*.

According to the *Manchurian Daily News* (Japanese) the ship's centre of the Orient has shifted from Hongkong to Kobe.

Japan, who has added to her Shipping Register quite a fleet of vessels constructed last year at the home yards, will acquire more new vessels. The aggregate gross tonnage of about 150,000 built in the course of the current year. All this ship-building boom is the result of the unprecedented prosperity of the shipping traffic consequent upon the present war.

Another passenger told me there was no panic and that the women were much in the majority behaved splendidly, they were as far as he could observe standing in their places on deck, and although it was very evident to all there would be no time to clear all the boats there was no sound.

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FOR	STEAMERS	To Sail	Remarks
LONDON & BOMBAY via SARDINIA	Capt. J. T. JEFFERY	11th Feb.	See Special
LONDON & SINGAPORE	Capt. J. E. DRAKE	15th Feb.	About Freight and Passage
SHANGHAI	Capt. G. M. M. LEE	19th Feb.	About Freight and Passage
SHANGHAI, MOI, KOBE, NOKI	Capt. D. A. MURPHY	22nd Feb.	About Freight and Passage

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E. V. D. PARR, Acting Superintendent.

OSAKA SHOSHEN KAISHA.

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in connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY

For VICTORIA AND TACOMA via MANILA, MOI, KOBE, YOKOHAMA AND YOKOHAMA.

S.S. 'CHICAGO MARU' Capt. K. H. H. ... Tuesday, 15th Feb., at 3 p.m.

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For BOMBAY via SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

S.S. 'SHINKOKU MARU' Capt. ... Friday, 11th Feb., at 7 a.m.

For TAMSUI AND KEELUNG via SWATOW AND AMOY.

S.S. 'KAIJO MARU' Capt. Murakami ... Thursday, 10th Feb., at 10 a.m.

S.S. 'DAIGI MARU' Capt. T. Kishida ... Sunday, 13th Feb., at 10 a.m.

For ANPING AND TAKAO via SWATOW AND AMOY.

S.S. 'SOSHU MARU' Capt. A. Kobayashi ... Wednesday, 16th Feb., at 8 a.m.

FOR HAIPHONG via HOIHOW AND PAKHOI.

Steamer Captain Leave

'KEIJO MARU' Imamura ...

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ST. ALBANS	20th February.	15th Mar., at 11 a.m.
EMPIRE	16th March.	8th April, at 11 a.m.

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Steamer from Hongkong,	on or about	Connecting at Calcutta with	On or about	End of
'NAM SANG'	11th Feb.	A Natal Line Steamer	February.	February.

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(SOUTH SEA MAIL S. S. CO.)

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S.S. BORNEO MARU, For Batavia, Cheribon, Samarang, Sourabaya, Makassar & Balikpapan ... 15th Feb.

S.S. HOKUO MARU, For Moji, Kobe & Yokohama ... 23rd Feb.

S.S. HOKUTO MARU, For Batavia, Cheribon, Samarang, Sourabaya, Makassar & Balikpapan ... 8th Mar.

S.S. BANRI MARU, For Moji, Kobe & Yokohama ... 13th Mar.

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CHINA NAVIGATION CO., LD.

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FOR STEAMERS TO SAIL

MANILA, CEBU & ILOILO ... SHANGHAI ... Feb. 9, at 4 p.m.

SWATOW, AMOY & SHANGHAI ... KUKIANG ... Feb. 10, Daylight.

SHANGHAI ... SINGAPORE ... Feb. 10, at 4 p.m.

HAIPHONG ... SINGAPORE ... Feb. 13, at 10 a.m.

MANILA, CEBU & ILOILO ... HUKIANG ... Feb. 13, at 4 p.m.

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FOR STEAMERS TO SAIL

MOI & KOBE ... YATSHING ... WEDNESDAY, Feb. 9, at 3 p.m.

SANDAKAN ... LAUSANG ... THURSDAY, Feb. 10, at Noon.

SINGAPORE, PENANG & ... NAMSANG ... FRIDAY, Feb. 11, at 3 p.m.

MANILA ... LOONGSANG ... SATURDAY, Feb. 12, at 3 p.m.

SHANGHAI ... CHOSANG ... SUNDAY, Feb. 13, Daylight.

SHANGHAI ... CHOSANG ... TUESDAY, Feb. 15, Daylight.

TIENSIN via WEIHAIWEI ... CHIPSING ... THURSDAY, Feb. 17, Daylight.

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THE Steamers Kutsang, Namang, Lausang & Fookang leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the Yaching, Kumsang leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

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DAIREN MARU ... 8,000-14 knots ... Tues., 3rd Mar. at Noon.

ANYO MARU ... 13,500-15 knots ... Sat., 11th Mar. at Noon.

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	'HITACHI MARU', Capt. Tomimaga	Tons 13,500	THURSDAY, 24th Feb. at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOI, KOBE, YOKOHAMA & YOKOHAMA	'KAMAKURA MARU', Capt. Higo	Tons 12,500	TUESDAY, Feb. at Noon.
	'TAMBA MARU', Capt. Nagasawa	Tons 12,500	MARCH, at Noon.
SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	'SAKI MARU', Capt. Noma	Tons 15,500	TUESDAY, Feb. at 11 a.m.
	'TANGO MARU', Capt. Soyeda	Tons 13,500	MAR. at 4 p.m.
SHANGHAI MOI & KOBE	'PENANG MARU', Capt. Kishibiki	Tons 8,000	THURSDAY, 24th Feb.
CALCUTTA via SINGAPORE, PENANG & RANGOON	'JINSEN MARU', Capt. Tomida	Tons 8,000	TUESDAY, Feb.
BOMBAY via SINGAPORE, MALACCA AND COLOMBO	'KIRIN MARU', Capt. Sasaki	Tons 8,000	MONDAY, Feb.
NAGASAKI, KOBE & YOKOHAMA	'TANGO MARU', Capt. Soyeda	Tons 13,500	SATURDAY, 12th Feb. at 10 a.m.
SHANGHAI KOBE & YOKOHAMA	'KAGA MARU', Capt. ...	Tons 12,500	FRIDAY, Feb.
SHANGHAI, KOBE & YOKOHAMA	'MIYAZAKI MARU', Capt. Tanabata	Tons 16,000	THURSDAY, 24th Feb.

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Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

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E. V. D. PARR, Acting Superintendent.

Hongkong, Jan. 29, 1916.

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